

PURPOSE OF MEETING

The purpose of this meeting is to inform you of alternatives being considered for proposed highway improvements to KY 2. Displays of aerial maps and more detailed plans are located around the room. Representatives of the Kentucky Transportation Cabinet are here to answer questions, address comments, and assist you with any information you need.

PROJECT DESCRIPTION

Purpose and Need

The purpose and need of the project is to correct roadway deficiencies while increasing safety by providing a roadway facility that is built to current standards. Existing lane and shoulder widths, passing sight distances, and horizontal curvature of the roadway do not meet current minimum standards. In addition, several landslides in recent years have resulted in maintenance repairs, road closures, and associated expenditures. These conditions may have contributed to 25 accidents over the three-year period from 2003-2005. Elevating the facility’s design and construction to current standards and providing a more stable roadway will provide motorists with a potentially safer route of travel.

Several alternates are proposed as discussed below and shown on the project mapping on the reverse side.

No-Build Alternate

The No-Build Alternate would retain the present highway conditions with no improvements, only routine maintenance activities, as needed. The short term effects of this option would be less expensive since no funds would be expended for right of way acquisition, utility relocation, or highway construction. However, the No-Build Alternate will do nothing to correct the roadway geometrical deficiencies, improve safety, or address slide conditions at several locations that have resulted in hazardous conditions, road closures and costly repairs.

Alternate 1

Alternate 1 begins just east of the location where existing KY 2 crosses the Little Sandy River. It travels in a northeasterly direction between existing KY 2 to the south and the Little Sandy River to the north for approximately 0.5 mile. It then crosses existing KY 2 and generally runs slightly to the south of the existing roadway, utilizing long tangent (straight) sections to decrease the number and severity of the existing horizontal curves. Approximately 200 ft southwest of the existing KY 2/ KY 2433 intersection, Alternate 1 merges with the existing roadway as it nears the vicinity of the Jesse Stuart State Nature Preserve (SNP). Adjacent to the SNP, this alternate utilizes a land bridge design to eliminate any encroachment on the Preserve. East of the land bridge, Alternate 1 continues on a tangent crossing the existing road twice, then staying south of existing KY 2 until terminating at the US 23 intersection.

Alternate 2

Alternate 2 is located closer to the existing roadway, crossing it five times before merging with the existing alignment in the vicinity of the SNP. This alternate also utilizes a land bridge in the vicinity of the SNP. East of the SNP, Alternate 2 is concurrent with Alternate 1 to approximately 0.6 mile west of US 23, where it curves northward and merges with the existing alignment approximately 0.4 miles west of US 23. It then follows the existing alignment to the US 23 intersection.

Alternate 3

This alignment has the same horizontal alignment as Alternate 1, however, it does not have as much earthwork as Alternate 1 because the roadway elevation is higher and therefore does not require as much earth to be removed or “cut”. A reduction in earthwork is generally a money-saving feature in the construction of the project. This alternate also utilizes a land bridge in the vicinity of the SNP.

ROAD CLOSURE

In order to construct the new road and the land bridge near the SNP a portion of KY 2 will be closed to through traffic. KY 1459 and KY 1 will be signed as the official detour, however, many commuters will likely use W Hollow Road as well. The roadway will be closed for up to two construction seasons. Local traffic will still have access to properties along the closed portion.

PROJECT FUNDING/ENVIRONMENTAL ASSESSMENT

The Project is state-funded through Phase I (preliminary design), Environmental Assessment (EA) and Phase II (final design). The EA is being completed in order to take advantage of possible federal funding for right of way and construction when the design work is completed. The EA is nearing completion of the first draft stage. After EA approval and utilizing public input, the project team will select a preferred alignment. This alignment will then be the subject of the FONSI (Finding Of No Significant Impact) document and, upon its approval, final design can begin on the selected alternate.

Date: November 18, 2010

Time: 5:00—7:00 pm

Greenup Christian Church
711 Main St.
Greenup, KY 41144

PUBLIC MEETING - KY 2



KYTC

Kentucky Transportation Cabinet
Department of Highways
Division of Design

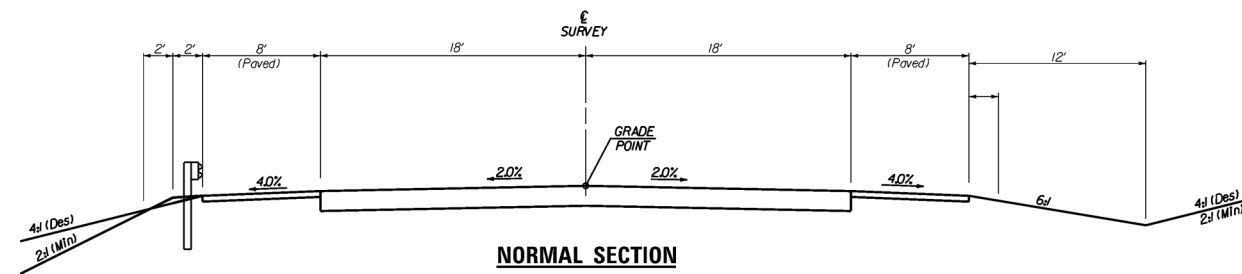
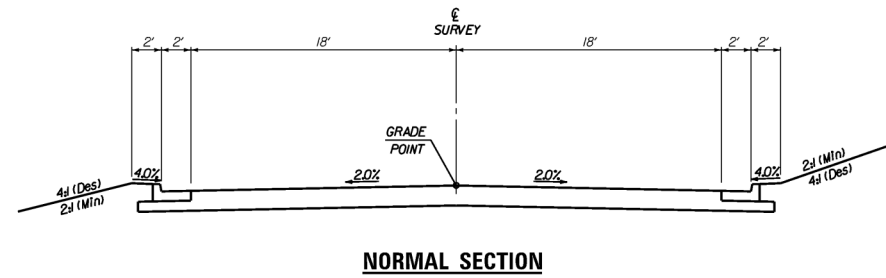
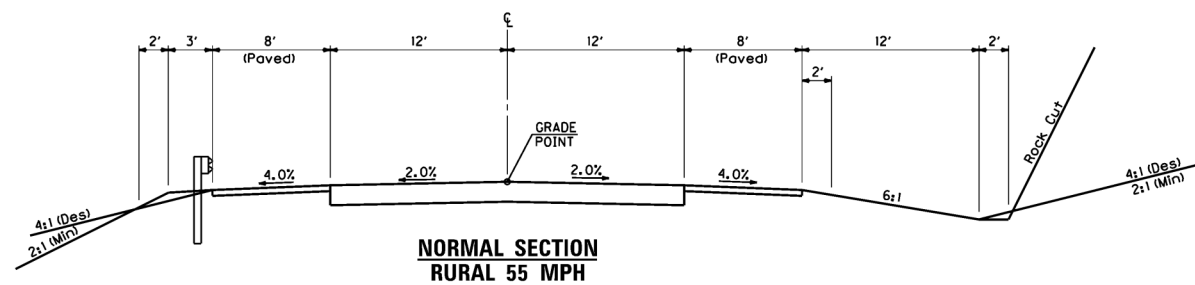


PUBLIC INFORMATION MEETING
GREENUP COUNTY
KY 2
ITEM NO. 9-132.00

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District 9—Flemingsburg
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Improvements to KY 2 from the Little Sandy River to
the KY 2/US 23 Intersection at Greenup, KY





Proposed Typical Sections



Typical maintenance problems along KY 2



Sub-standard roadway curves



Road closure for repairs



US 23/KY 2 Intersection

